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troduced to show that the old Indian trails became in convincing number the first military highways, furnishing another link in the author's chain of evidence to show the antiquity of present routes and that such routes dependent on topography have remained unchanged from the remotest time of travel.

It is perhaps allowable to raise the question whether subsequent volumes might be improved in style by dropping the mannerism of introducing so many quotations with the inverted phrase, "Writes a Kentucky historian," or "Writes Mr. Allen." The absence of the editorial "we" would assuredly conduce to a smoother diction, and the same result would no doubt follow a longer period of digestion and assimilation of the whole for the sake of harmony both of statement and of style.

EDWIN ERLE SPARKS.

*The American Merchant Marine.* By WINTHROP L. MARVIN.  
(New York: Charles Scribner's Sons. 1902. Pp. ix, 444.)

THIS is a sketchy and interesting volume whose "declared purpose is to present both the romance and the history of the American Merchant Marine." It has few of the qualities of history, for facts and deductions tumble over one another in the most confusing manner. Again (p. ix) "the author, out of this experience, has reached some positive convictions of his own, but it has been his honest effort to make these pages interesting and informing rather than controversial." As hardly ten pages pass without urging some controversy in a passionate way, this unconsciousness of any historic sense is naïve, for the writer is candid. He opens with a spirited account of colonial ship-building and commerce, and the customary blundering condemnation of the Navigation Acts of Charles II. No other single cause helped the commercial and the whole industrial growth of New England so much as these Acts. He finds causes for the decline after 1720, but fails to notice the overwhelming cause in the enormous expansion of paper currency. He fails to describe the disastrous effects of the Sugar Acts.

In privateering, whale-fishery, and deep-sea fisheries the author is at home; and he brings out the true romance of the seas. The mail-ships and the clippers are depicted finely, and the high qualities of American navigators as well as ship-builders are duly set forth. The amazing statement is cited from the *New York Herald* that a "Black Ball liner" had "made 116 round passages in twenty-nine years without losing a seaman, a sail, or a spar" (p. 222). The Civil War in its inevitable consequences, and the change from sail to steam in the later nineteenth century, brought problems pretty difficult for all historians, and especially hard of treatment by our author's methods. The "ruin" of commerce, so freely ascribed to Toombs and his fellow-congressmen, had many causes, and the true results were not always apparent. Notwithstanding disasters from Confederate cruisers, our wooden fleet was pretty well sold. The capital of the Forbeses, Vanderbilts, and others brought fair returns, when laid down in iron rails, in spite of the "ruin."

In this connection we may, in accord with our author, note the splendid development of the steel schooner, or fore-and-aft sailing vessel, "for this very year 1902 has seen the launching of the greatest sailing vessel ever fashioned in America" (p. viii). Europe as well as America is feeling the scarcity of stalwart labor. The large sailing vessels of seven (why not nine or ten?) masts can carry cargo not only cheaper, but with less relative labor than any form of steamship. Doubtless she will make her way into most foreign ports, carrying among bulky exports coal or oil, which has not been burned away in great part to get its passage.

The necessary criticism in this review should not disparage such breezy sketches and collections of facts, however marshaled and arranged. We believe the author has not made one wilful misstatement of fact; the reasoning will impress each reader according to his preconceptions, and the patriotic romance appeals to all of us.

WILLIAM B. WEEDEN.

*The Anglican Episcopate and the American Colonies.* By ARTHUR LYON CROSS, Ph.D. [Harvard Historical Studies, Volume IX.] (New York : Longmans, Green, and Co. 1902. Pp. ix, 368.)

It is a pleasure to welcome so thorough and satisfactory a piece of work as Dr. Cross has done in his volume on the relations of the Anglican episcopate to the American colonies, and the efforts to have bishops established on this side of the Atlantic before the American Revolution. Dr. Cross has searched with diligence the available sources of information in England as well as at home, and the result is a treatise of commendable thoroughness, clearness, and completeness. The theme is one of decided interest from a political as well as from a religious point of view, since the intimate relations of Church and State in the mother-country gave to the questions involved, however ecclesiastical they might be in form, often-times no little political significance.

Dr. Cross shows that the first motion towards an American episcopate went out from the untiring activity of Archbishop William Laud. As part of his policy for the extension of the power of the Church of England over all Englishmen at home and abroad, he secured an Order in Council, in October, 1633, placing the English clergy of the churches of the Merchant Adventurers Company at Delft and at Hamburg under the jurisdiction of the Bishop of London. The author makes it evident that, while no authoritative action was taken to extend the Bishop of London's powers to the American colonies during Laud's lifetime, such extension was desired by him, and the precedent which was created by his action regarding the continental churches was the basis of the later tradition which associated the establishment of the authority of the Bishop of London over the English church in the American colonies with the reign of Charles I.

In the judgment of Dr. Cross, from the time of Laud to that of Bishop Sherlock the effort to establish an American episcopate ceased to